

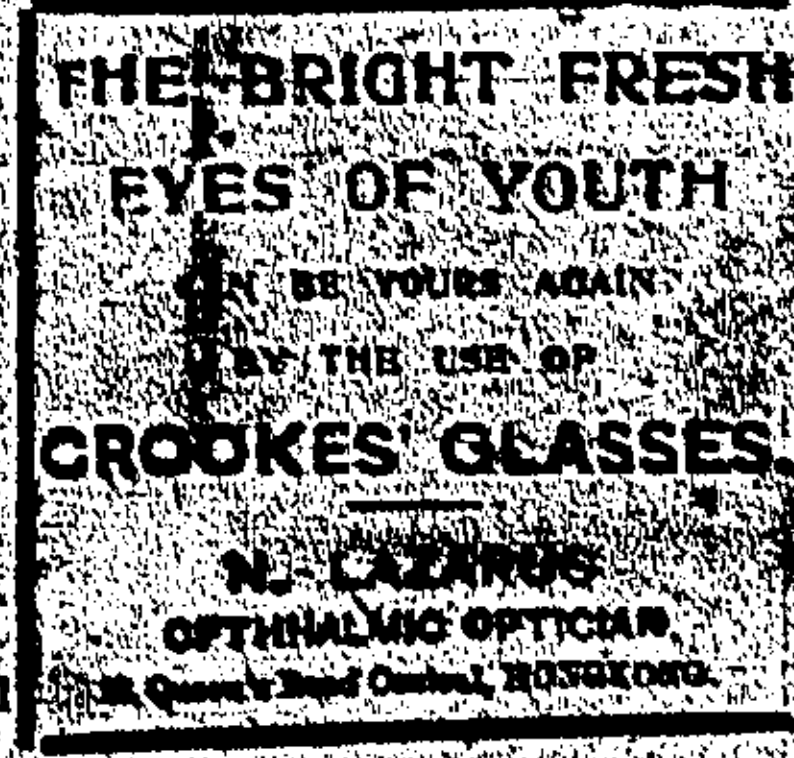


Hongkong Daily Press

SUBSCRIBER

ESTABLISHED 1877

Printed at the Press, 11, Queen's Road Central, Hongkong.



No. 19,436

號六廿百四九萬一第

日一廿月七年申庚

HONGKONG, FRIDAY, SEPTEMBER 22, 1920.

五拜禮 號三月九年九國民華中

Price, \$3 per month.

JUST LANDED

SULLIVAN, POWELL & CO., LTD.

EGYPTIAN CIGARETTES
SUB ROSA No. 2

SOLE AGENTS:
CALDBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL.

CARTRIDGES!

NEWLY ARRIVED.
A large consignment of ELEY'S SPORTING CARTRIDGES, 12, 16, and 20 bore, loaded with the Sportsman's favorite powder—E. C. and SMOKELESS DIAMOND.

THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
Nos. 1-4, Beaconsfield Arcade.

A LING & CO.
15, QUEEN'S ROAD CENTRAL, Hongkong.

FURNITURE AND PHOTO GOODS
GLASS, EMBROID, SHIP-BOARD AND KITCHEN MARBLE
CANTON MASONRY, MARBLE, STONE, PHOTOGRAPHIC GOODS OF EVERY DESCRIPTION ON HAND.
DEVELOPING, PRINTING AND ENLARGING UNDER TAKEN.
TELEPHONE 1312.

FRENCH LESSONS

G. MOUSSON,
11, MORRISON HILL ROAD.

PEAK TRAMWAY CO., LIMITED.

TIME TABLE	
WEEK DAY	
7.00 a.m.	8.00 a.m. every 15 minutes
8.00	9.30
9.30	11.00
11.30	12.30 p.m.
12.30 p.m.	2.30
2.30	5.00
5.00	8.10
NIGHT CARS	
8.50 p.m.	9.00 p.m. every 15 minutes
9.30 p.m.	11.30 p.m. every 30 minutes
11.40 p.m.	12.40 a.m.
SUNDAY	
7.30 a.m.	9.00 a.m. to 10.30 a.m. every 15 minutes
10.30	11.00
11.30	12.00 noon
12.00 noon	1.00 p.m.
1.00 p.m.	5.30
5.30	8.00
8.00	8.30
NIGHT CARS	
As on Week Days.	
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.	
Season and school tickets available for all cars, not already full, running at the time stated in the Company's timetables, but not for special cars can be obtained on application at the Company's Office. No season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller Order representing Bank Notes.	

KOWLOON-CANTON RAILWAY.

TIME TABLE	
On and after THURSDAY, AUGUST 22nd, 1920, until further Notice. (All previous Time Tables annulled.)	
DOWN TRAINS	
Station	Time
CANTON (via Sha Tin)	7.15 a.m.
Sha Tin	7.25
Yuen Long	7.40
Yuen Long	7.55
Yuen Long	8.10
Yuen Long	8.25
Yuen Long	8.40
Yuen Long	8.55
Yuen Long	9.10
Yuen Long	9.25
Yuen Long	9.40
Yuen Long	9.55
Yuen Long	10.10
Yuen Long	10.25
Yuen Long	10.40
Yuen Long	10.55
Yuen Long	11.10
Yuen Long	11.25
Yuen Long	11.40
Yuen Long	11.55
Yuen Long	12.10
Yuen Long	12.25
Yuen Long	12.40
Yuen Long	12.55
Yuen Long	1.10
Yuen Long	1.25
Yuen Long	1.40
Yuen Long	1.55
Yuen Long	2.10
Yuen Long	2.25
Yuen Long	2.40
Yuen Long	2.55
Yuen Long	3.10
Yuen Long	3.25
Yuen Long	3.40
Yuen Long	3.55
Yuen Long	4.10
Yuen Long	4.25
Yuen Long	4.40
Yuen Long	4.55
Yuen Long	5.10
Yuen Long	5.25
Yuen Long	5.40
Yuen Long	5.55
Yuen Long	6.10
Yuen Long	6.25
Yuen Long	6.40
Yuen Long	6.55
Yuen Long	7.10
Yuen Long	7.25
Yuen Long	7.40
Yuen Long	7.55
Yuen Long	8.10
Yuen Long	8.25
Yuen Long	8.40
Yuen Long	8.55
Yuen Long	9.10
Yuen Long	9.25
Yuen Long	9.40
Yuen Long	9.55
Yuen Long	10.10
Yuen Long	10.25
Yuen Long	10.40
Yuen Long	10.55
Yuen Long	11.10
Yuen Long	11.25
Yuen Long	11.40
Yuen Long	11.55
Yuen Long	12.10
Yuen Long	12.25
Yuen Long	12.40
Yuen Long	12.55
Yuen Long	1.10
Yuen Long	1.25
Yuen Long	1.40
Yuen Long	1.55
Yuen Long	2.10
Yuen Long	2.25
Yuen Long	2.40
Yuen Long	2.55
Yuen Long	3.10
Yuen Long	3.25
Yuen Long	3.40
Yuen Long	3.55
Yuen Long	4.10
Yuen Long	4.25
Yuen Long	4.40
Yuen Long	4.55
Yuen Long	5.10
Yuen Long	5.25
Yuen Long	5.40
Yuen Long	5.55
Yuen Long	6.10
Yuen Long	6.25
Yuen Long	6.40
Yuen Long	6.55
Yuen Long	7.10
Yuen Long	7.25
Yuen Long	7.40
Yuen Long	7.55
Yuen Long	8.10
Yuen Long	8.25
Yuen Long	8.40
Yuen Long	8.55
Yuen Long	9.10
Yuen Long	9.25
Yuen Long	9.40
Yuen Long	9.55
Yuen Long	10.10
Yuen Long	10.25
Yuen Long	10.40
Yuen Long	10.55
Yuen Long	11.10
Yuen Long	11.25
Yuen Long	11.40
Yuen Long	11.55
Yuen Long	12.10
Yuen Long	12.25
Yuen Long	12.40
Yuen Long	12.55
Yuen Long	1.10
Yuen Long	1.25
Yuen Long	1.40
Yuen Long	1.55
Yuen Long	2.10
Yuen Long	2.25
Yuen Long	2.40
Yuen Long	2.55
Yuen Long	3.10
Yuen Long	3.25
Yuen Long	3.40
Yuen Long	3.55
Yuen Long	4.10
Yuen Long	4.25
Yuen Long	4.40
Yuen Long	4.55
Yuen Long	5.10
Yuen Long	5.25
Yuen Long	5.40
Yuen Long	5.55
Yuen Long	6.10
Yuen Long	6.25
Yuen Long	6.40
Yuen Long	6.55
Yuen Long	7.10
Yuen Long	7.25
Yuen Long	7.40
Yuen Long	7.55
Yuen Long	8.10
Yuen Long	8.25
Yuen Long	8.40
Yuen Long	8.55
Yuen Long	9.10
Yuen Long	9.25
Yuen Long	9.40
Yuen Long	9.55
Yuen Long	10.10
Yuen Long	10.25
Yuen Long	10.40
Yuen Long	10.55
Yuen Long	11.10
Yuen Long	11.25
Yuen Long	11.40
Yuen Long	11.55
Yuen Long	12.10
Yuen Long	12.25
Yuen Long	12.40
Yuen Long	12.55
Yuen Long	1.10
Yuen Long	1.25
Yuen Long	1.40
Yuen Long	1.55
Yuen Long	2.10
Yuen Long	2.25
Yuen Long	2.40
Yuen Long	2.55
Yuen Long	3.10
Yuen Long	3.25
Yuen Long	3.40
Yuen Long	3.55
Yuen Long	4.10
Yuen Long	4.25
Yuen Long	4.40
Yuen Long	4.55
Yuen Long	5.10
Yuen Long	5.25
Yuen Long	5.40
Yuen Long	5.55
Yuen Long	6.10
Yuen Long	6.25
Yuen Long	6.40
Yuen Long	6.55
Yuen Long	7.10
Yuen Long	7.25
Yuen Long	7.40
Yuen Long	7.55
Yuen Long	8.10
Yuen Long	8.25
Yuen Long	8.40
Yuen Long	8.55
Yuen Long	9.10
Yuen Long	9.25
Yuen Long	9.40
Yuen Long	9.55
Yuen Long	10.10
Yuen Long	10.25
Yuen Long	10.40
Yuen Long	10.55
Yuen Long	11.10
Yuen Long	11.25
Yuen Long	11.40
Yuen Long	11.55
Yuen Long	12.10
Yuen Long	12.25
Yuen Long	12.40
Yuen Long	12.55
Yuen Long	1.10
Yuen Long	1.25
Yuen Long	1.40
Yuen Long	1.55
Yuen Long	2.10
Yuen Long	2.25
Yuen Long	2.40
Yuen Long	2.55
Yuen Long	3.10
Yuen Long	3.25
Yuen Long	3.40
Yuen Long	3.55
Yuen Long	4.10
Yuen Long	4.25
Yuen Long	4.40
Yuen Long	4.55
Yuen Long	5.10
Yuen Long	5.25
Yuen Long	5.40
Yuen Long	5.55
Yuen Long	6.10
Yuen Long	6.25
Yuen Long	6.40
Yuen Long	6.55
Yuen Long	7.10
Yuen Long	7.25
Yuen Long	7.40
Yuen Long	7.55
Yuen Long	8.10
Yuen Long	8.25
Yuen Long	8.40
Yuen Long	8.55
Yuen Long	9.10
Yuen Long	9.25
Yuen Long	9.40
Yuen Long	9.55
Yuen Long	10.10
Yuen Long	10.25
Yuen Long	10.40
Yuen Long	10.55
Yuen Long	11.10
Yuen Long	11.25
Yuen Long	11.40
Yuen Long	11.55
Yuen Long	12.10
Yuen Long	12.25
Yuen Long	12.40
Yuen Long	12.55
Yuen Long	1.10
Yuen Long	1.25
Yuen Long	1.40
Yuen Long	1.55
Yuen Long	2.10
Yuen Long	2.25
Yuen Long	2.40
Yuen Long	2.55
Yuen Long	3.10
Yuen Long	3.25
Yuen Long	3.40
Yuen Long	3.55
Yuen Long	4.10
Yuen Long	4.25
Yuen Long	4.40
Yuen Long	4.55
Yuen Long	5.10
Yuen Long	5.25
Yuen Long	5.40
Yuen Long	5.55
Yuen Long	6.10
Yuen Long	6.25
Yuen Long	6.40
Yuen Long	6.55
Yuen Long	7.10
Yuen Long	7.25
Yuen Long	7.40
Yuen Long	7.55
Yuen Long	8.10
Yuen Long	8.25
Yuen Long	8.40
Yuen Long	8.55
Yuen Long	9.10
Yuen Long	9.25
Yuen Long	9.40
Yuen Long	9.55
Yuen Long	10.10
Yuen Long	10.25
Yuen Long	10.40
Yuen Long	10.55
Yuen Long	11.10
Yuen Long	11.25
Yuen Long	11.40
Yuen Long	11.55
Yuen Long	12.10
Yuen Long	12.25
Yuen Long	12.40
Yuen Long	12.55
Yuen Long	1.10
Yuen Long	1.25
Yuen Long	1.40
Yuen Long	1.55
Yuen Long	2.10
Yuen Long	2.25
Yuen Long	2.40
Yuen Long	2.55
Yuen Long	3.10
Yuen Long	3.25
Yuen Long	3.40
Yuen Long	3.55
Yuen Long	4.10
Yuen Long	4.25
Yuen Long	4.40
Yuen Long	4.55
Yuen Long	5.10
Yuen Long	5.25
Yuen Long	5.40
Yuen Long	5.55
Yuen Long	6.10
Yuen Long	6.25
Yuen Long	6.40
Yuen Long	6.55
Yuen Long	7.10
Yuen Long	7.25
Yuen Long	7.40
Yuen Long	7.55
Yuen Long	8.10
Yuen Long	8.25
Yuen Long	8.40
Yuen Long	8.55
Yuen Long	9.10
Yuen Long	9.25
Yuen Long	9.40
Yuen Long	9.55
Yuen Long	10.10
Yuen Long	10.25
Yuen Long	10.40
Yuen Long	10.55
Yuen Long	11.10
Yuen Long	11.25
Yuen Long	11.40
Yuen Long	11.55
Yuen Long	12.10
Yuen Long	12.25
Yuen Long	12.40
Yuen Long	12.55
Yuen Long	1.10
Yuen Long	1.25
Yuen Long	1.40
Yuen Long	1.55
Yuen Long	2.10
Yuen Long	2.25
Yuen Long	2.40
Yuen Long	2.55
Yuen Long	3.10
Yuen Long	3.25
Yuen Long	3.40
Yuen Long	3.55
Yuen Long	4.10
Yuen Long	4.25
Yuen Long	4.40
Yuen Long	4.55
Yuen Long	5.10
Yuen Long	5.25
Yuen Long	5.40
Yuen Long	5.55
Yuen Long	6.10
Yuen Long	6.25
Yuen Long	6.40
Yuen Long	6.55
Yuen Long	7.10
Yuen Long	7.25
Yuen Long	7.40
Yuen Long	7.55
Yuen Long	8.10
Yuen Long	8.25
Yuen Long	8.40
Yuen Long	8.55
Yuen Long	9.10
Yuen Long	9.25
Yuen Long	9.40
Yuen Long	9.55
Yuen Long	10.10
Yuen Long	10.25
Yuen Long	10.40
Yuen Long	10.55
Yuen Long	11.10
Yuen Long	11.25
Yuen Long	11.40
Yuen Long	11.55
Yuen Long	12.10
Yuen Long	12.25
Yuen Long	12.40
Yuen Long	12.55
Yuen Long	1.10
Yuen Long	1.25
Yuen Long	1.40
Yuen Long	1.55
Yuen Long	2.10
Yuen Long	2.25
Yuen Long	2.40
Yuen Long	2.55
Yuen Long	3.10
Yuen Long	3.25
Yuen Long	3.40
Yuen Long	3.55
Yuen Long	4.10
Yuen Long	4.25
Yuen Long	4.40
Yuen Long	4.55
Yuen Long	5.10
Yuen Long	5.25
Yuen Long	5.40
Yuen Long	5.55
Yuen Long	6.10
Yuen Long	6.25
Yuen Long	6.40
Yuen Long	6.55
Yuen Long	7.10
Yuen Long	7.25
Yuen Long	7.40
Yuen Long	7.55
Yuen Long	8.10
Yuen Long	8.25
Yuen Long	8.40
Yuen Long	8.55
Yuen Long	9.10
Yuen Long	9.25
Yuen Long	9.40
Yuen Long	9.55
Yuen Long	10.10
Yuen Long	10.25
Yuen Long	10.40
Yuen Long	10.55
Yuen Long	11.10
Yuen Long	11.25
Yuen Long	11.40
Yuen Long	11.55
Yuen Long	12.10
Yuen Long	12.25
Yuen Long	12.40
Yuen Long	12.55
Yuen Long	1.10
Yuen Long	1.25
Yuen Long	1.40
Yuen Long	1.55
Yuen Long	2.10
Yuen Long	2.25
Yuen Long	2.40
Yuen Long	2.55
Yuen Long	3.10
Yuen Long	3.25
Yuen Long	3.40
Yuen Long	3.55
Yuen Long	4.10
Yuen Long	4.25
Yuen Long	4.40
Yuen Long	4.55
Yuen Long	5.10
Yuen Long	5.25
Yuen Long	5.40
Yuen Long	5.55
Yuen Long	6.10

THORNYCROFT

JAMES I. THORNYCROFT & Co., LIMITED,
SHIPBUILDERS AND ENGINEERS,
LONDON, SOUTHAMPTON AND BIRMINGHAM.

Shanghai Office: 65, Szechuen Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines

In Stock

For quotation apply—

R. R. ROXBURGH,

Manager for China.

HONGKONG HOTEL

Real bargains!

That's the verdict on

MACKINTOSH'S SALE

This is the last day, so don't miss the few of those that are left.

MACKINTOSH & CO., LTD.,—Men's Wear Specialists.

THE LEADING BRANDS

MANILA CIGARS

EL PALACIO

&

IMPERIO DEL MUNDO.

SOLE AGENTS

THE HONGKONG CIGAR STORE
CO., LTD.

Telephone No. 131.

HOTEL MANSION.

NESTLE'S FOOD

IS JUST PURE
MILK, WHEAT, SUGAR
IN POWDERED FORM.

YOU ONLY ADD WATER AND
BOIL FOR A FEW MINUTES.

ALL THE GOOD OF THE MILK,
WHEAT, SUGAR, BUT WITHOUT
ANY OF THE DANGERS
OF RAW MILK, KEPT OUT.

NESTLE'S

FOOD

Made by the Nestle's Food and Milk Co.

ASK WATSON'S!

INTERNATIONAL THINKING.

LESSONS OF THE WAR

Lord Robert Cecil presided over the inaugural meeting of the British Institute of International Affairs at the Royal Society of Arts the other day. The chief speakers were Viscount Grey and Mr. Balfour.

Viscount Grey said the institute had not the object of formulating foreign policies or engaging in propaganda for particular schools of thought. Although the beginning of the movement must be dated there were hardly any limits which might be set to its possible development. The institute was already taking in hand something like an historical treatment of the Peace Conference of last year, which would enable people to look at the question with a certain amount of knowledge, comprehension, and perspective, and that was the sort of service which he hoped it would go on doing year after year. It, with confidence, ability, breadth of view, and impartiality, would produce something like an annual register of foreign affairs, showing what had happened in the previous year and the relation of the events to each other, it would be doing a most important work. Speaking of open as opposed to secret diplomacy, his lordship said he was not going into the somewhat controversial question but he thought the Government of the world should do two things which would help public opinion. One was that they should give it clearly to be understood that as a result of the war it was an axiom of all national Governments that the sanctity of treaties would be maintained; and secondly, Governments should give it to be clearly understood by the world for a rule of their own conduct that they would not in time of peace have secret treaties. (Hear, hear.)

I myself," he continued, "have been a party to the making of some secret treaties but that was in time of war, and I would suggest that it should be regarded as a fair rule of foreign policy that while you should not have secret treaties in time of peace—(hear, hear)—you must be prepared for this: That if you again have war you will again have secret treaties. Secret treaties were always objectionable, but war made many objectionable things inevitable.

Referring to another object of the institute, namely, removing national isolationism—his lordship said that if we were to keep the peace of the world in the future we must think not only nationally but internationally as well. "One of the greatest lessons of the war, to my mind," he went on to say, "is that thinking nationally without thinking internationally leads to disaster. Before the war, it seems to me, Germany was thinking more intensely nationally and less internationally than any other country in the world, and this led to disaster. Time alone can show but one hopes that as the lesson of the defeat, Germany will realize that it is necessary to think internationally as well as nationally." (Hear, hear.) The impact of German nationalism forced other nations, including eventually the United States, to think and act internationally as well as nationally. The nations were thinking internationally when they joined the League of Nations. If the nations who had been thinking internationally as a result of the war were to fall away from thinking internationally, and think only nationally they in turn would meet with disaster. (Cheers.)

MR. BALFOUR AND PEACE TREATY.

Mr. Balfour said that such an institute would be able to supply much of the ability and men in the public service with helpful knowledge, and would be effective in cultivating mutual comprehension between different nations and between leaders of different communities. Viscount Grey had told them that the institute had risen from an insistent felt necessity. In fact, during the long months in which peace negotiations were conducted, he thought the public had very little notion of the amount of hard work that was done not merely by the leading delegates of great nations, but also by the bodies of trained experts whom they brought with them; and whose constant negotiations with each other helped to prepare the material which was afterwards worked up into the Treaty of Peace. If they considered the complexity of the problems that had to be solved; if they considered the conditions under which their solution was attempted; if they took into account the unshared passions which were necessarily lost; they would be disposed to think that the work of the Peace Conference looked at impartially, had been the most fruitful work of international co-operation which the world had ever seen. (Hear, hear.) We were not yet in a position to judge its results; indeed it would be difficult to form an estimate of its results because we would never know precisely what would have happened had the war taken a different course from that which it did. But he thought that history would effect the year 1919 and the succeeding months would feel that the result of the colossal sacrifices made by the leading associated Powers had been unworthy of the efforts brought forth. The historian would also realize that we had to deal in future with a Europe where human nature still prevailed, where the passions of human nature were still untamed, where the growth of nationality might in some cases exacerbate and accentuate the rivalry between different communities; and that, in spite of all those difficulties, they had made an international rearrangement and provided machinery for settling future disputes, which did in truth open up a new era for humanity.

We may in future try to see that mutual comprehension could, at least, arise when the nations we regarded as disengaged common to them all. By the establishment of the institute they were carrying out some sort of machinery which had been set up in other departments of research. In many respects work of this society was more important and was certainly harder to carry out than that of the traveller, the explorer, the experimenter, the calculator, and the investigator in the different branches of scientific research. There were very great difficulties in this question of international study, and no man ought to undertake it without a certain amount of preparation. (Continued at foot of next column.)

RUBBER CULTIVATION IN MALAYA.

For the whole Peninsula the area under rubber is stated in an official report, is not far short of a million and a half acres. The industry is said to be the most responsible for opening up the country and reclaiming vast acres from jungle to cultivation. It has transformed the States from a little-explored region to one of the best supplied with means of communications in its splendid network of metalled roads. In the East, it has led to the establishment of numerous subsidiary industries and attracted capital from many countries. Whatever may be the future of the States, the importance of the development of the rubber tree, the rainfall abundant and well assured, and the moist atmosphere, with plenty of sunshine and a small range of temperature from one season to another, is eminently suited for the plant growth. The rate of growth in both rubber and coconut trees exceeds that in most other countries; in the latter by as much as 50 per cent. The soils are particularly rich and some are distinctly poor—but there is still an enormous extent of virgin jungle waiting to be opened up, and the rubber tree, at least, seems to require less a rich soil than one of good physical texture such as abounds in the States. There is thus every reason to believe that the country will continue to develop its plantation industry on the same or on new lines; and that this development will eventually react favourably on the extension of indigenous agriculture is highly probable.

The conditions which have prevented this from happening so far appear to be of a temporary nature, and due chiefly to the shortage of labour and the unduly high rates of wages on estates. The demand for labour has increased at such a rapid rate that it has been necessary to adopt special inducements to attract it. In the beginning of 1903 there were only 3,000 coolies engaged on estates in the Federated Malay States, while in 1917 the number working on estates of over 100 acres was 238,850. Comparatively few of these have been induced to settle; most return to spend their savings in their country. But with the immense reservoirs of overcrowded population near at hand in India and Java, and gradual improvement in health which is bound to result from the opening of the country and the efforts in checking malaria now being made, it is reasonable to suppose that the competition of coolies will cease to be an irresistible counter-attraction to field cultivation. Once settlers arrive in increased numbers, it is certain that the presence in their midst of large planting communities will be of benefit to indigenous agriculture and will be an invaluable adjunct to the Agricultural Department in introducing new seed and in popularising improved methods of agriculture. Such has been the experience in other countries.

to engage in it without a clear consciousness of what the difficulties were. He must keep in mind that the study of contemporary international politics was to be made no mere instrument of political propaganda or political controversy, like all study worthy of the name, it must be impartial and carried out primarily and fundamentally with a view to arriving at the truth. (Cheers.) The real problem which the ideal member of that institute would have to solve was how could he look at the political and national struggles of his fellowmen in other countries with profound sympathy and deep comprehension unless he shared their passions as well as studied them; and that was not an easy thing to do.

PUBLIC OPINION AND THE LEAGUE.
The world at this moment—and they might say for an indefinite future—was Mr. Balfour added, going to be regarded upon a national basis. The war was going to be composed of communities in which there was a central loyalty, which made them look at their own nation with different eyes from which they looked at other nations. That was perfectly right. What they had got to do was to combine that national feeling with that passionate desire for international unity which was the surest way to avoid repetition of the horrors which we had undergone during the last five years. The League of Nations, in his opinion, provided machinery by which what was best in international thought might work together for international peace. Yet after all, it was but machinery. The peace treaty was a constitution, and not one of them in that room was such a layman in history as not to know that a constitution might be a very good thing, but it might be a very bad thing, and if it was to work it, and if the community to which it applied had not got those political instincts which enabled constitutional government to be turned to the best account, it was their business, to create the atmosphere to create the public opinion, and to provide the knowledge by which the machinery of the League of Nations might produce all it was capable of producing. The League of Nations itself could not provide the spirit which should work it; that must come from the nations themselves. (Cheers.)

Mr. J. R. Clynes, who also spoke, laid emphasis on the necessity in the present condition of world affairs, of representatives of labour possessing the fullest possible knowledge of international affairs. Lord Robert Cecil proposed the appointment of an executive committee, with instructions to prepare a constitution and rules for submission to a general conference, and this was agreed to. On the motion of the Marquis of Crewe, it was unanimously agreed that the following be elected presidents of the institute: Viscount Grey, Mr. Balfour, Lord Robert Cecil and Mr. Clynes, M.P.

THE "PILSNA" CABIN CHARGES.

COMPANY'S ORDER AS TO OFFICER PRIVILEGE.

The following letter is published in the recent Straits papers, and as we in common with many other papers reproduced the original complaint, we have pleasure in publishing the following official reply to it:

Sir,—With reference to the article which appeared in your paper some time ago regarding Mrs. Minto's passage per our s.s. *Edwards*, I am instructed by my owners, to hereby publicly express this company's regret for the most lamentable incident caused by the unauthorized practice carried out by some of the ship's staff, who, contrary to the views and policy adopted by the Board of Directors, have demanded exorbitant prices for the cession of their cabins to some passengers of the said steamer.

I am furthermore instructed to make the public aware of the circumstances that, in order to obviate unpleasantness, and to protect the travelling public desirous to go home by all means, from being overcharged by officers and crews, the Managing Director, anticipating the possibility of such disagreeable occurrences, had already issued a circular limiting the surtax to be charged on ships' staff's cabins.

Unfortunately, owing to the irregularity of the mail service which is experienced in these days, the circular reached us too late to be enforced in the case of the s.s. *Pilsna*.

The Circular reads as follows:—The disparity and excessive sums demanded by different members of our Ship's Staff, i.e., Officers, Engineers, and Purser, for the use of their Cabins, offered to passengers when accommodations are complete, have of late created situations which do neither correspond with the Company's dignity, nor with their interests in general.

Therefore, with the object of controlling the practice aroused by the rush of passengers, it has been decided that:—1.—The maximum price that a member of the Ship's Staff will be allowed to charge for the use of his cabin, remains limited to the half of a full first-class fare.

2.—Should the cabin be occupied by more than one person, the amount will not suffer any alteration, but will remain the same as for one individual only.

3.—The above extra charges are independent from the regular passage fare; and are to be paid by the passenger in addition to his full fare.

4.—It remains also a condition "sine qua non" that the letting of Staff's Cabins has to be arranged exclusively through the Company's Agents, who will collect the money as well.

5.—In the event of any passenger cancelling his berth, even at the last moment, before the steamer's departure, thus leaving a berth vacant, the passenger who faced by the alternative of hiring an extra cabin or remaining behind, took an officer, or other's cabin, will be entitled to cancel the arrangement and to be transferred to the vacant berth, obtaining through the Agent refund of the extra charges paid for the use of said cabin.

I shall feel extremely obliged if you will kindly have my above statement published in your esteemed paper.

Trusting not to encroach too much of your valuable space, and tendering you in advance my best thanks.—Yours, etc., P. DE GANCKOON, Inspector.

Shanghai, August 18th, 1920.

P.S.—Kindly note that Mr. Minto has been refunded of the extra amount paid by him on that occasion.

GERMAN GOODS.

A JAPANESE TRADE CIRCULAR IN AUSTRALIA.

The *Age* (a trade paper in Australia) publishes the following:—

Japanese firms have not lost any time in removing trade relations with Germany. In fact, they are claiming credit for setting the earliest opportunity of buying certain classes of German goods, which they purpose exporting to other countries. One Japanese firm which specializes in thermometers, and surgical instruments, announces in a trade circular just received by Australian customers that immediately upon the signing of the Peace Treaty, its representative who was waiting a chance in Switzerland, entered Germany, visited a number of factories, and succeeded in contracting for the sole agency with the largest well-known concern. In this way he managed to secure an absolute monopoly of the goods manufactured by these firms. We are thus able, writes the Japanese concern, "to supply our overseas customers with German goods, though in very limited quantity (owing to the restricted production) at the same prices as from Germany direct."

The first sentence of this circular has however, overlooked one very important fact and that is that the Commonwealth customs authorities will not permit the importation into Australia of goods manufactured in Germany. The Minister of Customs made this clear when questioned on the matter.

The Asiatic Petroleum Co. send us a copy of an interesting booklet bearing the title "In Miles and Sterling." It is a record of motor-car tests throughout the United Kingdom by which it was established that "Shell" Motor Spirit not only gives "a substantially higher mileage than alternative spirit costing the same, but infinitely more power on hills, an absence of knocking, cooler running and a cleaner, livelier engine, factors that go to make motoring more pleasant and more economical."

NOTICE TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"FOOKSANG"

having arrived from the above ports, Consignees of Cargo, by her are hereby informed that all Goods are being landed at their risk into the warehouses and extra, baseload, Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Sept. 7th will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatsoever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, September 1st, 1920. [1424]

NOTICE TO CONSIGNEES.

S.S. "LAKE GILPEN" VOY. 4-HOME.

FROM RANGOON VIA PENANG SINGAPORE & SAIGON.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk. Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on September 2nd, at 10 A.M. All claims must be presented within a week of the steamer's arrival, after which they cannot be recognized. No claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after September 3rd will be subject to rent. No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO., As Operators, U.S. Clipping Road, Hongkong, August 27th, 1920. [1393]

NOTICE TO CONSIGNEES.

S.S. "WEST OGDON" VOY. 4-HOME.

FROM SAN FRANCISCO VIA HONOLULU JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on Sept. 7th, at 10 A.M. All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Sept. 7th will be subject to rent. No Fire Insurance will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY Hotel Mansions, Hongkong, August 31st, 1920. [1411]

NOTICE TO CONSIGNEES.

S.S. "WEST INKIP" VOY. 2-OUT.

FROM SAN FRANCISCO VIA HONOLULU JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that the above vessel has brought Cargo from Manila on the S.S. "ELEKTRON" Voyage 1-OUT on which General Average of 12 1/2 per cent. was declared, and that before delivery of Cargo can be given Consignees must sign General Average Bond, which completed Valuation Statement, and pay a General Average contribution of 12 1/2 per cent. of the invoice value of the Goods, etc. Hongkong.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on Sept. 8th, at 10 A.M. and Sept. 16th, at 10 A.M.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Sept. 7th will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately. Hongkong, July 5th, 1920. [1416]

PACIFIC MAIL STEAMSHIP CO. Hotel Mansions, Hongkong, August 31st, 1920. [1412]

CHAUFFEUR AND NAVAL OFFICER.

MONEY OBTAINED BY FALSE PRETENCES.

Before Mr. N. L. Smith, yesterday, a Chinese chauffeur employed by the Dragon Garage was charged with obtaining \$4 from Lieut. Commr. Thomas Cook, of F.F.M. 2nd Division, by false pretences.

Lieut. Commr. Cook said that he engaged a car from the Dragon Garage for a trip to the Repulse Bay Hotel on Sunday afternoon. He boarded the car outside the Dockyard gates at 3 p.m., and returned at 6 p.m. When he asked the defendant what the charge was, he said \$18. Witness remarked to some other officers who were with him that the ride was rather expensive. He had hired cars from the Dragon Garage before, and never had he been charged so much. When the defendant heard this, he produced a card on which was written \$6 per hour. On the strength of the card, witness paid the defendant \$18, and said nothing more about the matter. On the following morning, the lookout came to witness's cabin and said that a chauffeur from the Dragon Garage wanted to see him. Witness sent word that he did not want to see the defendant. The lookout returned a few minutes later with \$3, saying that the chauffeur asked him to hand it to witness, who had overpaid that amount for the previous afternoon's car ride. Witness took the money. That same afternoon, witness received a letter from the manager of the garage stating that he thought the witness had been overcharged, and asking witness to state how much he had paid, and whether witness had paid the money on his own estimation, or at the defendant's demand. Witness wrote back that the defendant demanded \$18, and he paid that amount. That was all witness knew.

Mr. A. A. Wilson, assistant manager of the Dragon Garage, said that about 11 p.m., on Sunday, the garage clerk handed him the card produced, and said that the defendant had received \$18 in cash from Lieut. Commr. Cook for the hire of car No. 8. The defendant had kept \$1 for himself, as he said that it was given to him by Lieut. Commr. Cook as "cumshaw."

The Magistrate: So the defendant paid in \$16 to the garage?—Yes. Was that the right amount?—Yes. Concluding, Mr. Wilson said that he was a bit suspicious about the matter, so at 11.30 that same night, he questioned the defendant, and the latter said that he had received only \$16 from Lieut. Commr. Cook. To make sure, witness had the defendant questioned six times by a Shanghai Chinese, in his own dialect, and he persisted that he had received only \$16. Even when witness warned the defendant that he would write to Lieut. Commr. Cook, the defendant would not tell the truth. The defendant insisted that \$18 was all he had received, and Lieut. Commr. Cook had told him to keep \$1 as "cumshaw." Witness communicated with Lieut. Commr. Cook and received a reply which led to the charge being preferred against the defendant.

The defendant said he told Mr. Wilson that Lieut. Commr. Cook had given him \$18 telling him to keep \$1 as "cumshaw," and that he (the defendant) would refund the other \$3 to Lieut. Commr. Cook on the following morning. "It was usual," said the defendant, "for chauffeurs, when they were overpaid, to keep the money and refund it. I have done so very often."

Mr. Wilson denied that the defendant had told him anything about \$18 and the refunding of \$3.

The Magistrate (to defendant): If the complainant had overpaid you, why did you not refund the money on the spot, instead of keeping it? The complainant was in a hurry, and after paying me the money, he walked away saying, "Good-by, driver!"

The complainant, the defendant went on to say, was very fond of him (the defendant) and always engaged his car. The complainant liked witness driving. The complainant did not hand witness the money, but placed it on the seat of the car, murmuring something about \$1 cumshaw. The complainant did not ask witness what the ride cost, but himself paid \$18, quite voluntarily.

The defendant submitted to the Magistrate that he had not been on board the ship and returned the \$3 to Lieut. Commr. Cook on the following day, proved that he was an honest man.

The Magistrate: But it was too late, and after you had been found out. Replying to the Magistrate, Lieut. Commr. Cook said he did not give the defendant any "cumshaw," because he thought the charge made for the car was very high.

Mr. Wilson said that chauffeurs had been instructed, when cash was paid for a car ride, to ask the client to write on the card the amount he had paid. The card the defendant returned to the garage had no such information on it. Probably Lieut. Commr. Cook had not been asked by the defendant to fill in the card.

The Magistrate: Will he be asked?

Mr. Wilson: Yes, and I understand Inspector Garrard is going to suspend his license. In the charge room, added Mr. Wilson, the defendant told the Inspector that he handed back \$3 to Lieut. Commr. Cook on the spot, and that was not true.

The Magistrate passed sentences of \$3 fine, or one month's hard labour.

CLAIM AGAINST PASSAGE-BROKER.

HOW CHINESE OBTAIN PASSAGES.

At the Summary Court, yesterday, before Mr. Justice Wood, an action was heard in which Shum Ka Lik claimed the return of \$150 from Li Chi Yip, a passage broker.

Mr. A. H. Crew appeared for the plaintiff and Mr. T. Rowan for the defendant. The statement of claim was to the effect that plaintiff on the 10th and 14th days of July, 1920, paid to defendant two sums of money, \$50 and \$40 respectively, in consideration of the defendant agreeing to arrange passages for three persons on a steamer of the Canadian Pacific Ocean Service Ltd. on July 30th. It was agreed that the said money should be refunded to the plaintiff in the event of defendant failing to obtain the passages. The defendant did not obtain the passages and the plaintiff now claimed the return of the sum of \$190.

Mr. Crew, in opening the case for plaintiff, said that his client was a partner in a firm of Californian merchants in the Colony, and on July last desired to assist three of his classmates, who had come down from the country to proceed to Havana. He was unable to obtain passages himself and it then came to his knowledge that the defendant was a passage-broker. The defendant was seen, and certain money were paid over to him, \$50 for each of the men. This money was not for passage tickets, but as a sort of commission for securing passages. Four days later the defendant again visited the plaintiff and said that one of the intending passengers was suffering from trachoma and asked for \$10 as doctor's fees. That money was also paid, the condition in both instances being that if no passages were obtained the money should be returned.

Mr. Wood, according to the receipt the money was paid in as a deposit for the passage.

Mr. Crew said that in his opinion it was a "cumshaw" for the defendant. When the *Empress of Japan* left no passages had been obtained. The three men sailed on the *China*, two days later, through the efforts of an entirely different person. The defendant made efforts to refund a portion of the money but this was refused.

The plaintiff in the witness-box, bore out his solicitor's statement.

Mr. Rowan said his defence was that the plaintiff was simply an agent and that the money was not paid by him at all, although the receipt was made out in his name.

Mr. Wood: If the receipt was made out in his name why cannot he recover?

Mr. Rowan: Because the money does not belong to him. It belongs to his uncle and if he wants to sue for it he must hold a power of attorney. The actual person who paid the money is not in the Colony. The passages were obtained on the *Empress of Japan* but as one of the persons was suffering from trachoma he was rejected. The other two then refused to go. My client then secured passages on the *China*.

Judgment was awarded to plaintiff with costs.

FILIPINO STOWAWAYS.

WANTED TO GO TO AMERICA IN SEARCH OF WORK.

Sub-Inspector Spence of the Water Police charged four Filipinos, yesterday, before Mr. R. O. Huxford with having stowed away on board the s.s. *Enador* from Manila.

The defendants said that they wanted to go to the United States to look for work. They could not obtain employment in Manila and decided to try their luck in America. They had applied for jobs on many ships, but were always turned down, so they had no option but to stow away. They had heard in Manila that Filipinos got jobs as soon as they arrived in the United States.

Mr. Robinson, the third steward of the *Enador*, said that he discovered the defendants in various parts of the ship the day after the vessel left Manila.

The Magistrate passed sentences of \$35 fine, each, or, in default, one month's hard labour.

HONGKONG AND SHANGHAI BANK CASE.

PRISONERS COMMITTED FOR TRIAL.

The case in which Chan Sin-chuen, a stowaway in the Comrades Department of the Hongkong and Shanghai Bank, was charged with embezzling \$22,000, belonging to the Bank, was concluded at the Magistrate's Court, yesterday, (Chan) and a woman, who was charged with receiving a portion of the money, being committed for trial.

Mr. Leo d'Almeida appeared for the stowaway, Mr. C. F. Mason for the woman, Mr. D. J. Lewis for the Bank and Mr. M. K. Lo for Mr. Ho Wing, the complainant.

The evidence, yesterday, was of a purely formal character. Mr. Lo made an application for the calling of a witness, but it was opposed by Mr. d'Almeida, and the objection was upheld by Mr. Smith.

THE SLAVE-GIRL CASE.

CHARGE OF ASSAULT.

"I am not appearing as a champion of mistresses or women who ill-treat slave girls in Hongkong, but simply to throw out the facts of the case." It is greatly to be regretted that in a well-governed Colony like Hongkong, there should be such cases brought before a Magistrate.

With these words Mr. T. Rowan, solicitor with Mr. O. H. Gardiner's firm, opened his defence at the Magistrate's Court, yesterday, in the case in which a Chinese woman, stands charged with assaulting a little servant girl, aged eight years.

There was a large attendance in Court, among the interested spectators being the Rev. V. H. O'Leary M.P.

Witnesses for the defence included the three daughters of the defendant. They spoke of defendant giving the child three or four cuts with a cane. They said that the child attempted to run away, as the instigation of the parents. The latter were called and defendant told them to take the child back and return the \$70 she had paid for her. The parents said they had no money, they beat the child, asked the defendant also to beat her and then tied her up. It was the child's parents who tied her up.

After the evidence Inspector Willis drew Mr. Rowan's attention to the fact that he had made a statement that the Police had coached the girl while on the way to hospital as to what she should say and that he was able to produce a witness. Inspector Willis asked Mr. Rowan to produce the witness.

The witness was produced and could only say that he heard the detective ask her to hurry up.

Mr. Hutchison: This statement should not have been made.

Mr. Rowan: I am sorry, I was told it was so.

Mr. Rowan addressed the Magistrate on the facts of the case, drawing attention to certain discrepancies in the evidence of the complainant. He said that the whole incident was a trap laid by the parents of the girl. "If," he said, "just because a child was given three or four strokes with a cane a person becomes liable to be charged, then all the residents in Hongkong ought to be changed."

Judgment was reserved till to-day.

CALLED FOR A WATERPROOF

DISMISSED SERVANT'S RUSE.

A Chinese youth was charged before Mr. N. L. Smith with obtaining a waterproof coat valued at \$35, the property of Mr. T. K. Laffeur of No. 1, Saifce Terrace, Kowloon, by false pretences.

It was stated that three days ago the defendant went to the complainant's house, and, interviewing a small servant girl, said that he had been ordered by the complainant to call for his waterproof. Believing the defendant, the girl handed the coat to him. The defendant went away and was not seen again. He was arrested on Wednesday.

Mr. Laffeur said that the defendant used to be employed at his office, but had been dismissed. He had not given the defendant instructions to take his coat. The defendant was dismissed by witness on Saturday, and the coat was stolen on Monday. Witness spoke to his comrade about the theft, and the latter sent some men out to make enquiries, with the result that the defendant was arrested.

Sentence of three weeks' hard labour was passed.

TRESPASSERS IN P. & O. MESS.

MEN FOUND ON PREMISES.

Three Chinese were charged, yesterday, before Mr. N. L. Smith with trespassing into the servants' quarters of the P. & O. Company's mess.

They all said that they went there to look for a friend.

Mr. Russell, of the P. & O. Co., said that on Wednesday afternoon he found the defendants in the private quarters of the mess kitchen. They were all strangers to him, and had no business on the premises. Witness had suspected for a long time that outside servants were frequenting the servants' quarters of the mess, but the defendants were the first persons he had been successful in arresting.

Detective Sergeant Doring said he believed that the defendants went there to gamble.

Inspector Davitt, who prosecuted, said that when charged at the station, one of the defendants said that they went there to hold a meeting in connection with the formation of a money loan association.

The Magistrate imposed a fine of \$5 and five days' hard labour each.

FOOTBALL PROSPECTS.

[BY "FORWARD"]

That the game of football in Hongkong is an attractive sport, from the point of view of the spectator, was amply proved on Wednesday afternoon at the Sokompo Valley, when over a thousand spectators were present to witness a game between the South China Athletic and H.M.S. *Corvette*. The weather was sultry, but this did not seem to have a deterrent effect on either player or spectator, for both were enthusiastic and keen. It is not my intention to either criticize the play or comment on the players at the present moment, for, after all, the game on Wednesday cannot be taken as a criterion of how the Colony stands as regards football. I only wish to remark that Wednesday's game was as good an exhibition as one would see when the game is in full swing in the winter.

The greatest difficulty that the Hongkong Football Association will have to surmount this winter is the question of grounds. It is a well-known fact that since last season, when the difficulty of obtaining grounds was also experienced, the Colony has had additions to both the Army and Navy. These sister Services provide, at least half the teams for the Football League and the Committee is now faced with the serious question of how to provide sufficient grounds. Several suggestions have been made, including the footpath one of constructing two fields somewhere near Kowloon City. I do not think that the latter suggestion will meet with the approval of either the player or the spectator, for there is always the question of expense in getting out to that place to be borne in mind. A more feasible suggestion would be the providing of additional grounds in Happy Valley by the removal of the golfers to the two links at Fanling and Deep Water Bay respectively.

Speaking about golfers I am reminded once more of the sore point of last season when football, from both the players and spectators points of view, was a hazardous game, when played in Happy Valley, owing to golfers using the grounds at the same time.

It is too early in the day to discuss the merits or demerits of the football team or to speculate on which particular team may carry off the honours. I have been informed by a person who can speak with authority on the subject that there seems every possibility of the League being run on a bigger scale this year, as there will be several more teams competing.

It seems a pity that Hongkong is unable to invite an interport football team to the Colony as from past observation I have no hesitation whatever in saying that the Colony can put up a team that would give a very good account of itself in any interport match. Perhaps if the interport cricket and tennis matches come off, the Association will consider the feasibility of inviting a team to Hongkong next winter.

It is to be hoped now that South China and the Navy have given a lead by indulging in friendly matches, that other teams will follow suit. Practice is essential if each individual team is to put out its best efforts in the competition, and if such be the case then football enthusiasts in the Colony can look forward to even better exhibitions of football between evenly matched teams than in the past.

Before concluding I wish to remark on the very poor Rugby football matches of last year. I witnessed nearly every match, and was disgusted with the sorry exhibition put up. Perhaps it was through lack of practice. I hope that this season Rugby enthusiasts will come forward to help make the game as popular as it was in the days before the war. I was interested to see a paragraph in a Straits paper the other day to the effect that the Settlements and F.M.S. were sending a team to play Bangkok and Rangoon.

KWANTUNG TROOPS.

KWANGSI TROOPS.

The Headquarters of the Chief of Staff of the Military Governor of Kwangtung, communicated the following to the Canton papers on Wednesday:

The Kwangtung troops in the Chaochow district have been so far acting on the defensive, and the Kwangtung troops have not launched any attack during the last few days. There has been no fighting at Fooking and Hualin and the Kwangtung men are still having Huifung and Lanlung within their lines of defence. The Press reports to the contrary cannot be accepted as true.

The only Kwangtung troops in Waichow are the regiment under Colonel Liu Ting-ming. In the battle at Tichiang the Kwangtung troops were defeated. Chikam District is now occupied by Colonel Liu, of the Kwangtung force. The Press report of its loss is incorrect.

Since his occupation, General Chen Chang-ming has made no advance at Bawto. Discontent within the Kwangtung Army, lack of food supplies, looting the people, disapproval of his action on the part of Northern and Yangtze troops, all have made his progress impossible.

The Kwangtung troops are organizing military police for internal communication, and caution that they are peaceful.

Last 2 Days OF SUMMER SALE

LADIES' DEPARTMENT ONLY
FRIDAY & SATURDAY
(TO-DAY) (TO-MORROW)

FURTHER
- GREAT -
REDUCTIONS.
LANE, CRAWFORD & CO.

JUST RECEIVED
BROADWOOD
PIANOS
Specially made for this climate.
The Anderson Music Co., Ltd.

Powell Ltd.
TELEPHONE 346
LAST FEW DAYS OF
OUR GREAT SALE.
BARGAINS
IN BOOTS AND SHOES
AT HALF SALE PRICES.
END OF SALE ON
SATURDAY THE 24th INST.
Gent's Outfitting Section.

CABLES

EARLIER CABLES

(THROUGH BROTHER'S AGENCY)

CIVIL WAR IN BELFAST.
NUMEROUS INCENDIARY FIRES.

London, August 31st.
The Belfast conflict is assuming all the features of a civil war. Yesterday's all-day fighting continued at night when the total casualties since the outbreak reached 18 killed and 200 seriously wounded.

Numerous incendiary fires occurred lighting up the whole city. They were started last night and were watched by dense crowds. There were 20 conflagrations in the Shankill district, where practically every spirit and grocery shop and many public houses occupied by Roman Catholics were ignited. The Fire Brigade was unable to cope with the demands made upon it.

Belagueres are fleeing and hundreds have arrived in Tyrone. The O'Rourke arrived from the Curragh in Dublin by motor lorry early this morning, whence they were dispatched by special trains towards Belfast. The Curfew Law has been introduced.

HIS MAJESTY'S POSITION.

London, August 31st.

The Private Secretary to His Majesty the King, the Lord Stamfordham, replying to Mr. Horatio Bottomley, who urged His Majesty to take "an unconventional step" and to make "an experiment worth the trying," as regards the release of the Lord Mayor of Cork, submit that this would be unconstitutional rather than unconventional and it would be dangerous for a sovereign to make such experiments upon the Constitution. He points out that even if His Majesty favoured the release this could only be effected by the sovereign's personal action in the face of his Ministers' advice and with, presumably, the result of their resignation. There was also the further risk that the country at large might regard the price paid as too high for the object attained and would blame His Majesty for creating a grave political crisis at a time of special national stress and anxiety.

THE POLISH SITUATION.

MINSK NEGOTIATIONS BROKEN OFF.

Paris, August 31st.

A message from Warsaw says that the Minsk negotiations have been interrupted. Most of the Polish delegates have gone to Brast Litovsk and the Soviet delegates to Moscow. Both sides will probably resume the Conference within a week at Biala, by permission of the Latvian Government.

RE-GROUPING OF FORCES.

London, August 31st.

Except in the Lemberg region, where fierce fighting continues, the operations on the Polish front have died down. Both sides are evidently busy re-grouping their forces.

A Bolshevik communiqué issued to-day claims the capture of a number of villages near Ridelotok, where, it is expected, the Red counter-offensive will develop.

GENERAL WRANGEL'S POSITION.

As regards General Wrangel, a communiqué declares that his force which landed at Kabin has ceased to exist, and its remnants are hiding in the woods. Over a thousand prisoners and a large amount of material were taken, whilst three Generals were cut down.

AMERICAN NAVY.

STILL TO HAVE "WORLD PRIMACY."

CHARLESTON (VIRGINIA), August 31st.
Mr. Daniels, Secretary of the Navy, in a speech here said that the delay in the ratification of the Treaty of Versailles had prevented a cessation of naval enlargement, and there had, therefore, been no change in the plans of America for naval development, which "will give our Navy world primacy."

"We are not only completing a great naval armory and projectile plant at Charleston, but we are building enormous docks and other shore facilities elsewhere. We are constructing eighteen Dreadnoughts and battle cruisers, with a dozen other powerful ships, which, in effective fighting power, will give our Navy world primacy."

SITUATION IN MESOPOTAMIA.
SUCCESS OF PUNITIVE MEASURES.

London, August 31st.

A communiqué regarding the situation in Mesopotamia states that on the Lower Euphrates the expected attack has not materialized. A flotilla bringing up supplies from Nasirah reached the town after some opposition.

In the Hillah area, a 34th Brigade column advanced nine miles to Imam Hamza from Jerboah and carried out punitive measures against several localities in the neighbourhood. Aeroplanes assisted this force, which is now returning to Hillah, which town is quiet. A small gathering of rebels near by was dispersed by shell-fire.

North of Bagdad, the country is becoming more disturbed. A body of tribesmen near Beled was scattered by aeroplanes. Beled is reported to be invaded.

North-east of Bagdad, the garrison at Tuz Khertum has been relieved by a small column which drove off the enemy, killing thirty.

Bakubah station and town, which were found to have been sacked by insurgents, were retaken on August 28th.

In North-West Persia, Persian Cosacks are retreating at Minjil. The Reds have not pursued them. Our reconnaissance, which was sent out, reports that there were no enemy within 75 miles of Minjil.

MINERS' STRIKE BALLOT.

MAJORITY IN FAVOUR OF STRIKE.

London, August 31st.

The official figures of the miners' ballot for a strike are:—408,738 for, and 228,965 against.

TRIPLE ALLIANCE SUPPORTS MINERS.

London, August 31st.

The meeting of the Triple Alliance, after hearing Mr. Smille, passed a resolution declaring that the Alliance was unanimously of the opinion that the miners' claims were reasonable and just and should be conceded forthwith.

The conference is re-assembling to-morrow to consider its further policy.

It is understood that this resolution was fully anticipated and in no way blocks the way to further negotiations for an ultimate peaceful settlement.

COAL CRISIS IN AMERICA.

PRESIDENT WILSON ACCEPTS MINERS' CHALLENGE.

London, August 31st.

Concurrently with the coal crisis in Britain, a similar crisis has arisen in America. A Washington message says that President Wilson has signed the mine wages award, increasing the miners' wages 17 to 20 per cent. Meanwhile, the miners have threatened to strike unless the minority report, recommending a higher award, is adopted, to which President Wilson has replied that the challenge would be accepted, and, in the event of a strike, the people would find a substitute fuel to tide them over until the time the miners were ready to abide by their obligations.

COUNTY CRICKET.

MIDDLESEX WIN CHAMPIONSHIP.

London, August 31st.

Middlesex has won the County Championship, with a percentage of 77.00. Lancashire is second with 74.61.

Middlesex beat Surrey by 55 runs.

Lancashire beat Worcestershire by nine wickets.

Yorkshire beat Hampshire by an innings and 235 runs.

Sussex beat Leicestershire by eight wickets.

Gloucestershire beat Kent by 100 runs.

Nottinghamshire beat Derbyshire by 100 runs.

Warwickshire beat Essex by 100 runs.

Staffordshire beat Somerset by 100 runs.

Gloucestershire beat Kent by 100 runs.

Nottinghamshire beat Derbyshire by 100 runs.

Warwickshire beat Essex by 100 runs.

Staffordshire beat Somerset by 100 runs.

Gloucestershire beat Kent by 100 runs.

Nottinghamshire beat Derbyshire by 100 runs.

Warwickshire beat Essex by 100 runs.

Staffordshire beat Somerset by 100 runs.

Gloucestershire beat Kent by 100 runs.

Nottinghamshire beat Derbyshire by 100 runs.

Warwickshire beat Essex by 100 runs.

Staffordshire beat Somerset by 100 runs.

Gloucestershire beat Kent by 100 runs.

Nottinghamshire beat Derbyshire by 100 runs.

Warwickshire beat Essex by 100 runs.

Staffordshire beat Somerset by 100 runs.

PEKING NOTES.

MOVEMENT FOR RE-UNION WITH THE SOUTH.

August 31st.

Chang Tso-lin and Tso Kuo are still in Peking. This may be taken as an indication that the situation is by no means settled, and that there are reasons which keep these great men in the capital beyond the time which they themselves had set for their departure. On the surface all is calm. But according to certain reports there is much friction. Yet it is not apparent in the working of the new administration.

INFLUENCE FROM THE SOUTH.

How far the situation in Peking will respond to influence from the South cannot be suggested at the moment, but it is tolerably certain that movements are in progress, having for their object the re-union of the country. General Li Shun, who was appointed chief northern delegate, after receiving the southern delegates to agree to the terms of the International Conference being changed from Shanghai to Nanking, has tendered his resignation on the plea that personal negotiations are being attempted to the detriment of the more official negotiations through himself. No doubt his plans are not without reason, for it has ever been the custom in China to have more than one string to one's bow. Besides, the Southern invasion of Fujian, representing a desire to hold more territory, and therefore, acquire a greater bargaining strength, makes it difficult not to impugn the bona fides of the South, at least of a section.

In official circles here, it is believed that the President's policy of uniting the South, in order the more easily to negotiate the desired peaceful settlement will have to be abandoned and that the Government will have to make up its mind to negotiate either with the Canton or the Yunnan party. This has to most unlikely, appeared to be the only logical course, the only policy which appeared to have immediate prospects of results. By effecting a compromise with one or the other Peking would find itself in a stronger position for dealing with the refractory section by whatever name it might call itself. And it looks as if turbulent Yunnan, the first to declare war against Yuan Shih-kai in 1915, will be the last to make peace with Peking. Tzu-chun Chang, who has a larger army than Yunnan can support, and for that reason, attempts to batter on the weather. Szechuanese, who are suffering from a number of externally imposed governments. Yunnan is a hard province to conquer by military operations. Public opinion would disapprove of further killing of brothers, and it is likely that Chang Chi-yao will be conciliated rather than conquered.

The Government is more impetuous than ever, and desperate efforts are being made to raise money and to reduce current expenditure. Small sums have been obtained from local banks, but it has been generally felt that if adequate funds are to be procured, it must be from the Consortium or from the American Banking Group, any advance so obtained to form part of a Consortium loan. General Tso Kuo has, however, declared against foreign borrowing and expressed the belief that money can be raised by internal loans. One can appreciate the patriotism of the wish which is father to the thought, but it is folly to shut one's eyes to the hard facts of stern reality. Even the best of the internal loans, based on such sterling securities as the Customs and Salt revenues, are quoted at about 70 and that in spite of the fact that the interest is regularly paid and amortisation has commenced. The Government runs its credit by every internal loan. To dispose of the bonds the Government pays its officials partly in bonds. The unfortunate men, needing money, sell them at a considerable discount. Thus, the Chinese Government depresses the market and ruins its credit in support of this, it need only be mentioned that the Eighth Year-long term bonds (1918) were offered to-day at 25, although they are quoted at 37. No internal loans are not to be thought of at this time.

END OF MARTIAL LAW.

On Monday martial law ceased to prevail in Peking. There was no mandate ending it nor any order cancelling it. The situation was dealt with in this ingenious Chinese way. An announcement was made by the General in command of the Peking Gendarmerie that he had discovered on file in the garrison office an order proclaiming martial law on July 12th. This order, issued by General Tuan Chi-kwei, had been endorsed by the President, or, as the responsible authority, and was contrary to the law of China. Moreover, it was, he asserted, Peking had not been in

a state of siege nor were communications interrupted. The order is therefore null and void.

Railway communication is practically normal again. A pleasing feature of the new administration of Yeh Kung-ch'ao is that the methods of the former regime are being reversed. A notable instance is that Mr. J. R. Baker, one of the most hard-working of the railway advisers, whose contract had not been renewed by Tso Kuo, has been retained by the Ministry of Communications.

One of the most interesting stories of the American Congressional party which brought its visit to a close on Saturday relates that when a lady resident in Peking was beavelling to a Congressman the neglect of the Chinese for their beautiful historic monuments and the state of disrepair into which they had been allowed to fall, he replied that he considered it a good sign that the Chinese should do so, and that they would use the material from the monuments for making new roads. Another member of the party is credited with having asked, when he heard a reference to Mongolia, "What is that place?" and was coming up from Shanghai. A third man, on being asked what impressed him about China, replied that he was struck with its immense possibilities for growing sorghum. The foregoing quotations show how different eyes the Congressmen looked at the little bit of China they saw.

RELATIONS WITH RUSSIA.

Russo-Chinese relations are under discussion at present. In the first place, the Chinese Government has decided to cease payment of the portion of the Russian Boxer Indemnity into the Russo-Asiatic Bank, presumably, because the character and composition of this bank has undergone considerable change since the time when the Chinese Government undertook to pay the portion of the indemnity into this bank. The money is now being paid into the Chinese Government Banks. In the second place much interest is being aroused in the visit of a mission from the Verkhneindsk Government. It is understood to have reached Urga and may be expected in Peking. In certain quarters objection is being raised to the reception of such a mission, for the very cogent reply is given that as the Western nations have entered into relations with Soviet Russia, or are attempting to do so, there is no reason why China should not follow their excellent example.

PLAGUE IN LOCUSTS.

Apparently there is no end to the trouble that is descending upon North China this year. As if the long drought had not been sufficient, ruin as it has done most of the larvae, a plague of locusts has come along and destroyed the later and younger shoots, no fewer than twenty-two hauses having been so visited in the neighbourhood of Peking. One philanthropist encouraged the people to kill them, giving one cent for two culprits, and in two days had seven thousand culprits to pay for and bury. Last night the swarms were seen passing over Peking, going West, not unfortunately in the war-time sense of the phrase.

JAPANESE BRUSHES.

We recently noted the statements as to reported anthrax infected Japanese brushes. Respecting this Mr. S. Yada, the Japanese Consul-General in London, writes:

Brushes used as material for making brushes in Japan are chiefly bought in China. They reach brush-makers generally through the hands of the wholesalers to whom the importers deliver them. The only exception is in the case of tooth-brushes, where the brushes, before reaching the makers, pass through the hands of refiners for bleaching after they have been imported and sold by the wholesale dealers. Needless to say, the bleached brushes for tooth-brushes are perfectly disinfected in the course of bleaching. Even the brushes in the other categories, if disinfected sufficiently enough, need not, while in the hands of the merchants or the makers, come in contact with anthrax germs, as the disease is very rarely reported so far as the Japanese people are concerned.

Not only is the disease contracted from anthrax so rarely reported in Japan as to be scarcely known, but the percentage of the prevalence among cattle is equally small, decreasing from 0.001 per cent. in 1918 (for that year the percentage in Europe being 0.0026 per cent. in England, 0.0021 per cent. in Germany, and 0.0005 per cent. in Italy) to less than 0.0005 per cent. in 1919. This is due to the strict enforcement of the regulations relating to the prevention of cattle epidemics, which has made the burning in the dead bodies of the diseased animals the separation of the infected from the healthy, and the infection of premises.

A TOUR OF THE BATTLE-FIELDS.

HELP FROM ENGLISH CITIES.

RHIMES AND THE CHAMPAGNE TAX.

The Times has been publishing a series of articles on a tour of the battlefields. The following is one of them:

The first signs of the revival of the devastated regions are so fine a sight that seem to fill the foreground of the battle-field picture. Yet, on closer examination, this proves to be no more than an exquisite painted upon a huge canvas of a world in ruins. The material waste which resulted from the German invasion of Belgium and Northern France can only be realized when it is seen in all its brutal nakedness. It is so colossal as to rend the heart and oppress the mind.

As one surveys the almost immeasurable extent of the catastrophe which has fallen on our Allies across the narrow seas, it is difficult to resist the feeling that the British people might do more than they have yet done to help the French and the Belgians in their gigantic task of winning their shattered towns and bringing back into cultivation their wasted fields. The returning population is very poor, it lost all it had in the war, and the French Government cannot afford more than a limited measure of compensation. The only assets that the people have are pluck, patience, and energy. They are showing a dauntless spirit, and a will to work which will assuredly overcome every obstacle in the end. Time is on their side, but they desire a more active ally. One would like to think that each of these ravaged communities was being assisted on its way, in the true spirit of the Great Alliance, out of our richer stores, which the Germans coveted but were prevented from looting by the heroism of our soldiers joined to that of these unconquerable fighters.

WARDS OF THE HOMELAND.

The case for some measure of organized assistance is overwhelming, and it is not too late for the more flourishing communities in our midst to give their earnest consideration to some such plan as that of "adopting" towns and villages in whose ruins their youth and labour fought and died. It is an extraordinary low strong appeal this country makes to the Englishman. When our soldiers landed in France on what was, in most cases, their first journey to a foreign land, they were surprised to discover how closely the country resembled their native land. The same thought must often occur to the battle-field tourist, as he makes his way from the coast through the lowlands and over the ridges into the heart of the land. The sand dunes along the Belgian coast might have been transplanted from our Norfolk coast around Wells and Hunstanton. The Ypres battlefield, in the low-lying Flandre plain, is very little different from our Fen country. A Lancashire miner would soon feel at home amid the pitfalls of the first country around Lens. And the Somme has been well likened to the uplands of our own down country in Surrey and Sussex.

It is not the source of his wealth that the Lancashire man, in the natural ward of the great city of Manchester, thriving as never before. I put the case of Lens first because, in all the devastated regions, it shows the largest area of absolute destruction. Many years must pass before its wrecked and flooded collieries are at work again, and the town itself is more like Pompeii than any other on the whole front. That is to say, there is hardly a building from end to end of this large industrial town which has retained any of its superstructure above the ground floor. So like Pompeii in this respect, as unlike it in another, for Lens has had to-day a considerable population. All the way down the long main street there are to be seen clearings among the ruins for the dwellings which proclaim the coming of the new Lens. The spirit which has brought these people back to the sites of their old homes should appeal with special force to the Manchester man. Lens does not ask for charity, nor does the humble village between the Yser and the Somme. In the whole of my tour I did not see a single beggar.

If Manchester "adopted" Lens, Bradford might follow its example by stretching out its hand to say, "Armstrong." The outpost of Lille is probably the least battered of the large towns on the British front. With a little patching a large proportion of its houses have been or can be made at least habitable. To pass through Armistice by the new train from Calais to Lille after night has fallen is an eerie experience. The town looks more dead than it is, for every third or fourth house shows forth the faint light of a candle, and it is clear that although roofs may have fallen and upper windows have been shattered, the daily round has been resumed on the lower floors. But industrially Armistice must still be in a very bad way. If the factories survived the bombardment of the two Armies, it was only to suffer the ravages of their machinery when the German left the town. The first signs of the revival of industry are already to be seen in the rising of new chimneys, and the roofing over of factory buildings. To what finer use could Bradford put some of the newly gained wealth than the more speedy restoration of Armistice than its impoverished citizens can secure by their own unaided efforts?

RE-UNION OF YPRES AND ARRAS. We can never do too much for the two marty cities which the British Army held in trust for Belgium and France, and never so much as now. Ypres was the seat of the greatest fighting of the war, and the ruins of the Cloth Hall with the swallow tailing in its still beautiful tower, are the most poignant reminder of the horror which was there. The Grand Place at Arras, that Ypres will never be far from the thoughts of Englishmen, was shown when Lord French went over with the Military Cross which the King had conferred upon the immortal chief of the British Army, Sir Douglas Haig, in the month of August, 1918. Arras, probably, more than any other town in the mind of the British soldier, is the spot through which he passed in the year of war, Arras, on the great battle of the Somme, the British Army playing its part with noble

fortitude and sacrificing almost everything to hold dear for the sake of France. Arras is so an industrial town with a staple industry of the type of the textile centres farther north. But it has a longer history, and it must be restored. The British race, it would seem, has here a debt of honour to pay. One would like to think of one of the more historic English communities sharing this proud responsibility for the restoration of the ancient capital of Artois to its former placid beauty. The City of London could undertake no higher duty.

Could not a similar spirit of comradeship be established between the smaller English towns and the battle-field villages of Ypres and the Somme, which have undergone a martyrdom as terrible, though not as spectacular, as that of the cities around which cluster. Here is a great field for the perpetuation of the Alliance in the hearts of the British and French peoples. It would solve one of the problems with which I was constantly faced on my tour, and that was how to ensure that the people at home should not forget the battlefields and all that they mean.

A TAX ON ARMS.

Yet what actually are we doing, rather than what is the British Government doing? Far from "adopting" Ypres or Arras, it is proposing in this year's Budget to put a tax on Reims. The Chancellor of the Exchequer's defence of the increase of duty on the sparkling wine is as a sort of war-tax, for the British producer can be appreciated for the service he is doing in driving through the Champagne country from Soissons to Reims and see the poor shell of the old city. If Reims is ever to regain its former prosperity, it can only be by the aid of the champagne from the rich vineyards on the hill around where it should never be forgotten. British troops gave invaluable help in the battle of the great German onslaught of May 1918. None of the Allied troops fought with greater gallantry in those dark days of the Aisne than a Scottish Division. There is a lot of the main road, road to which pilgrims from over the border will repair for many years to come. Here stands a truncated obelisk dedicated while the battle was still raging to the Scottish troops, with a fine gesture of loving admiration by the Frenchmen who had fought by their side. There is no more beautiful inscription in French or any other language than the proud dedication on this simple memorial that their glory shall blossom always the glorious battle of Scotland amid the roses of France.

How ironical is the contrast between the sublime spirit of the soldier and the harsh economics of the politician. It is not as if the champagne tax were a general levy on imported wines. There has been no controversy over the proposal for an all-round increase of the wine duties. But, in proposing a special tax on sparkling wine, the British Government presents the French nation with the strange paradox that the produce of Champagne, which was laid waste during the war, is to be taxed on a penal scale to the great profit of the still wines of Burgundy and Bordeaux, which came through unscathed. It may conceivably be wound as a fiscal proposition, but sentiment and good feeling alike cry out for its rejection.

THE ARMY'S SILENCE.

It must not be inferred that Reims is a city of the dead. There is no better illustration of the high confidence of the French people in their future than the dogged way in which they have set their minds to the restoration of their martyred and its noble shrine. You see street upon street, in ruins, with here and there a miracle of preservation, like the Roman Gate of Mars, only to be pulled up with a gasp by the sight of a well-filled electric tram-carrying along to one of the outer suburbs. The angel known as the "Smile of Reims" still stands on the great door of the Cathedral for a sure sign that the city will rise again on its ashes. Wild roses are blooming on its walls. On his side (farrel) to my host, I was urged to come again soon. I answered with the natural wish that, when I returned, it would be to see Reims restored. "Ah," he said, sadly, "pray do not delay so long. That will take 20 years. You see?"

Explained. "We have no money." "That is the heart of the matter. There is great potential wealth in all this region. There is life, more, in the coffers of Reims for the biggest task which it has faced in all the centuries of its history. If no other motive can move the British Government, cannot you stay your hand? Reims must not be taxed—*finis*."

THE MACKENZIES.

The privilege of the exclusive right to have naked savages on his coat of arms has been the subject of an action by Colonel Stewart Mackenzie of Seaford. Two years ago certain arms were granted to Mrs. Fraser Mackenzie, of Allargrange, and her husband, Captain Robert Scarlett Fraser Mackenzie, of Banchory. The arms include the Mackenzie crest of a mountain in flames, and for supporters two savages wreathed about the head and middle of the body with laurel, each holding in his hand a battle-axe with fire issuing from the top of it, their hats also in flames. The Colonel objected to the grant of these arms to Captain and Mrs. Mackenzie, but was overruled by the particular supporters, two savages, not merely belonged to him but were also those which from time immemorial pertained to and had been used by the head of the house of Seaford. The Lord Lyon dismissed the petition. He thought that Colonel Mackenzie had no right to a monopoly of savage supporters, even though their hair was in flames.

The Colonel appealed to the Second Division of the Court of Session, and the Division returned the appeal and affirmed the judgment.

Colonel Mackenzie was found liable in expenses. The court took the view that Colonel Mackenzie could not successfully challenge the grant of a coat of arms which was rightly granted to him in 1908 and which did not contain any offence to the Colonel's coat of arms.

The court also held that the composition of Colonel Mackenzie's coat of arms, as used by Captain and Mrs. Mackenzie, of the supporters in question were unusual.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES
Regular Sailings to:

NEW YORK & BOSTON
via Suez Canal
S.S. "EGMONT CASTLE" ... on or about 10th Sept.
LLOYD TRIESTINO
via SHANGHAI
S.S. "AFRICA" ... sailing about 20th October

BRINDISI, VENICE & TRIESTE
via Suez Canal
S.S. "INNSBROOK" ... on or about 10th September
S.S. "THUNBERG" ... on or about 20th October
S.S. "AFRICA" ... sailing about 20th November

SINGAPORE, PENANG & COLOMBO
S.S. "INNSBROOK" ... on or about 10th September
S.S. "THUNBERG" ... on or about 20th October
S.S. "AFRICA" ... sailing about 20th November

NANYO YUSEN KAISHA, Ltd.
(INCORPORATED IN JAPAN)
S.S. "BORNEO MARU" ... sailing on or about 10th Sept.
S.S. "SAMARANG MARU" ... sailing on or about 10th Oct.

OCEAN TRANSPORT Co., Ltd.
(INCORPORATED IN JAPAN)
S.S. "BORNEO MARU" ... sailing on or about 10th Sept.
S.S. "SAMARANG MARU" ... sailing on or about 10th Oct.

NATAL LINE OF STEAMERS.
Taking Cargo on through Bills of Lading for SOUTH AFRICAN PORTS
with transshipment at CALCUTTA.
In conjunction with the
INDOCHINA STEAM NAVIGATION CO., LTD.
AND APCAL LINES.
For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.

N. Y. K.
NIPPON YUSEN KAISHA
SAILING FROM HONGKONG SUBJECT TO ALTERATION

SHANTUNG & VICTORIA via Manila, Keelung, Shanghai & Japan ports
Cargo to Overseas Ports U.S. in connection with Great Northern Northern Pacific
and Chinese, Milwaukee & St. Paul Railways
FURUKAWA MARU (omitting Manila) ... Saturday, 11th Sept. at 11 a.m.
KATSUMI MARU ... Thursday, 30th Sept. at 11 a.m.
TATSUMI MARU ... Friday, 8th Oct. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez
Port Said and Marseilles
KAGI MARU ... Thursday, 20th Sept. at 10 a.m.
YOKOHAMA MARU ... Friday, 17th Sept. at 10 a.m.
TAMBA MARU ... Saturday, 18th Oct. at 10 a.m.

HAMBURG, LONDON & ANTWERP
LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez
Port Said
TOTTORI MARU ... Tuesday, 20th Sept.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane
TANGO MARU ... Wednesday, 22nd Sept. at 11 a.m.
NIKKO MARU ... Wednesday, 23rd Oct. at 11 a.m.

NEW YORK
SOUTH AMERICAN PORTS via CAPE
BOMBAY & COLOMBO via Singapore
TANAI MARU ... Thursday, 15th September
YOKOHAMA MARU ... Friday, 17th Sept. at 10 a.m.

CALCUTTA & BANGALORE via Singapore & Penang
BOMBAY MARU ... Saturday, 4th September

JAPAN PORTS—Nagasaki, Kobe & Yokohama
NIKKO MARU ... Saturday, 10th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA
MITSUBISHI MARU ... Wednesday, 22nd Sept. at 11 a.m.
DAKAR MARU ... Wednesday, 23rd Sept. at 10 a.m.
WAKASA MARU ... Friday, 17th Sept. at 11 a.m.
SADO MARU ... Friday, 17th Sept. at 11 a.m.

For further information apply to—**NIPPON YUSEN KAISHA**
S. YAGUCHI, Manager
Telephone Nos. 27 & 23

FOR BOSTON & OR NEW YORK

PRINCE LINE EAST SERVICE
FOR NEW YORK
via Panama Canal
Early October
Steamers proceed via Suez Canal or Panama Canal at Owners' option
For freight and further particulars, apply to—
SHEWAN TOMES & CO.

CORNISH HUMOUR
Wandering in the west of England during a wet day, I came across another old curiosity shop (Burton's), in a narrow street in Falmouth, where a number of old signs taken from various Cornish villages were exhibited for the entertainment of customers, writes H.D. in the Melbourne Argus. Anyone unacquainted with the peculiar character of the Cornish people would be inclined to scoff at the authenticity of some of the boards, but those who have lived in Cornish communities such as exist in the mining districts of Bendigo and Moonta (South Australia), know that the Cornishman is a well of conceits and anecdotes and that from which one can draw amusing entertainment.

"Not of the sign is Burton's Old Curiosity Shop, date back to the late 18th and early 19th centuries. Even in these hard drinking days there were apparently some who would rather maintain a Temperance House, 'bottle' which sign the house possibly.

"The sign of the 'Bottle' is Burton's Old Curiosity Shop, date back to the late 18th and early 19th centuries. Even in these hard drinking days there were apparently some who would rather maintain a Temperance House, 'bottle' which sign the house possibly.

"The sign of the 'Bottle' is Burton's Old Curiosity Shop, date back to the late 18th and early 19th centuries. Even in these hard drinking days there were apparently some who would rather maintain a Temperance House, 'bottle' which sign the house possibly.

INTIMATIONS
A. G. DA ROCHA
AUCTIONEER, SURVEYOR AND
GENERAL BROKER
Queen's Road Central, Telephone No. 2332
WEEKLY AUCTIONS
TUESDAYS:
MISCELLANEOUS GOODS
THURSDAYS:
VALUABLE HOUSEHOLD FURNITURE
SATURDAYS:
EXCELLENT HOUSEHOLD FURNITURE

PALACE HOTEL KOWLOON
Corner of Haiphong & Hankow Roads
Tel. 2332
The Address: Falmouth

TWO from Ferry and Railway
The Hotel which has just been completely renovated and furnished, in new up-to-date in every respect and under the management of the Proprietor.

BAR AND BILLIARD ROOMS
TERMS MODERATE
Special Arrangement for Families on Application to—
J. H. OXBERRY
Proprietor

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATION

MANILA & KORE ... "LOONGHANG" Fri. 2nd Sept. 8 p.m.
"FOOKHANG" Fri. 2nd Sept. 8 p.m.
"ESANG" Wed. 4th Sept. 8 a.m.
"TAKHANG" Wed. 4th Sept. 8 a.m.
"HIVSANG" Thurs. 5th Sept. Noon
"NAMSANG" Thurs. 5th Sept. 8 p.m.
"CHAKSANG" Mon. 13th Sept. 8 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Sri Lanka and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-staffed Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Calcutta and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze River ports via Shanghai.

HAIPHONG LINE—Sailings approximately weekly, with good passenger accommodation, calling at Haiphong, Yunnan, and other ports.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENSHAN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Waihaiwei and Chefoo.

DAIRY FARM NEWS
New Shipments just received

GOUDA CHEESE ... 80 cents per lb.
EDAM ... 80
CREAM ... 30
PICNIC ... 30

THE DAIRY FARM ICE & COLD STORAGE CO., LTD.

JUST ARRIVED
A CONSIGNMENT OF
MESSRS. SHANKS & CO., LTD.

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

ABOVE AND BELOW WATER LINE
U. B. WARREN & Co., Ltd.
30 & 32, Des Voeux Road Central
Established 1900

SHIPS CLOSET
BALTIC
PACIFIC
MEDITERRANEAN

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"GENERAL CHURCH" 10th Nov.
Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, JERAGGAH BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and JAPETOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE LTD.
Shipping Agents."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO. LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON — — — — "KANBAR" — — 10th Sept.
LONDON — — — — "SWAZI" — — 30th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.
or to Messrs. & Co. Canton.

THE BANK LINE LTD.
General Agents.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Port	Steamer	To Sail
WUHAN, CHENG, & TIENTSIN	"KUNGHOW"	On 4th Sept. 4 P.M.
SHANGHAI and TIENTSIN	"YINGHONG"	On 4th Sept. 4 P.M.
HOBEI, TIENTSIN, HAIKOW	"KAIPOH"	On 4th Sept. 9 A.M.
AMOI, SHANGHAI, TIENTSIN	"SACHIN"	On 7th Sept. 10 A.M.
SWATOW & BANGKOK	"CHUAN"	On 7th Sept. Noon
SHANGHAI & TIENTSIN	"SUNNING"	On 8th Sept. Noon
SHANGHAI & TIENTSIN	"CHENAN"	On 11th Sept. 4 P.M.

SHANGHAI LINE—PASSENGERS, MAIL, and CARGO.
Excellent Saloon accommodation. Arridships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all ports in Northern China. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.
For Freight or Passengers apply to—

BUTTERFIELD & SWIRE

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Ocean Steamships having good accommodations for First-Class Passengers Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND HOCHOW

AND RETURN

(Occupying 1 to 12 Days)

"KATHONG" — — — — (Capt. W. C. Parsons) FRIDAY, 2nd Sept., 4th P.M.
"HONGKONG" — — — — (Capt. A. H. Stewart) THURSDAY, 7th Sept., 10th P.M.
"HONGKONG" — — — — (Capt. J. S. Thomson) FRIDAY, 10th Sept., 10th P.M.

Arrivals and Departures from the Company's Wharf (near Battery).

For Freight and Passages apply to—

DOUGLAS LAFRAIR & CO.
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Don Evanson — — — — (Capt. W. C. Parsons) FRIDAY, 2nd Sept., 4th P.M.
SS. VINTA — — — — (Capt. A. H. Stewart) THURSDAY, 7th Sept., 10th P.M.
SS. WEST HILTON — — — — (Capt. J. S. Thomson) FRIDAY, 10th Sept., 10th P.M.

Through Bills of Lading to all U.S. and Canadian Overseas Ports to Transhipment on trans-Atlantic connection with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office: Los Angeles, Calif. Consigning Office: Canton, Hongkong, Shanghai, Amoy, Swatow, Tientsin, Hankow, Peking, etc.

Agents: Messrs. J. S. Thomson & Co., Ltd., 10th Floor, Hong Kong.

General Agents for South China.

P. & O. - BRITISH INDIA

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Ton.	From Hongkong (about)	Destination
"JEYPORE" (Cargo)	7,400	15th Sept.	Madras, London & Antwerp
"DILWARA"	5,400	15th Sept.	Singapore, Colombo & Bombay
"KHIVA"	9,000	15th Sept.	Madras, London & Antwerp
"NANKIN"	6,900	15th Oct.	Madras, London & Antwerp
"KASHGAR"	6,900	15th Oct.	Madras, London & Antwerp
"ALIPORE"	6,900	15th Oct.	Madras, London & Antwerp

BRITISH INDIA APCAR SAILINGS (South)

"JAPAN" 15th Sept. 1 Straits, Bangkok & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Ton.	From Hongkong (about)	Destination
"KANOWA"	7,000	15th Sept.	Singapore, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne
"ST. ALBANS"	4,500	15th Oct.	Singapore, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne

SAILINGS TO SHANGHAI & JAPAN

S.S.	Ton.	From Hongkong (about)	Destination
"TANDA" late "MADEIRA"	7,400	15th Sept.	Shanghai & Japan
"KANOWA"	7,000	15th Sept.	Shanghai & Japan
"NANKIN"	6,900	15th Sept.	Shanghai & Japan
"GREGORY APCAR"	4,800	15th Sept.	Shanghai & Japan

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Telegraphic Interchangeable.
Int-Office Passengers may also use the Company's steamers between Hongkong, Canton, Shanghai, and Yokohama in the service of their P. & O. Lines. (Subject to conditions.)
All Cables are fitted with Electric Light and Fans.
Passengers and Baggage must be ready for departure at the Company's Office up to 10 hours on the day previous to sailing.
Parcels Must be ready for departure at the Company's Office up to 10 hours on the day previous to sailing.

NOTICE TO PASSENGERS.

Outsiders are reminded that the Company's Agents regarding arrival of consignments of which they have received documents or advice.
Any damaged packages must be left in the hold for examination by the Company and the Company's Surveyors, Messrs. Gossard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have been landed.

For further information, Passengers, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.,
11, Des Voeux Road, Central, HONGKONG.

O. S. K.

OSAKA SHOSSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM, HAMBURG

Monthly direct service to Singapore and Port Said.

"ALBATROSS" (Capt. Macdonald) — — — — 15th Sept.
"ALBATROSS" (Capt. Macdonald) — — — — 15th Sept.

BUENOS AIRES, RIO DE JANEIRO, SANTOS

MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"CHICAGO MARU" — — — — 15th Sept.
"CANADA MARU" — — — — 15th Sept.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU" — — — — 15th Sept.
"INDUS MARU" — — — — 15th Sept.

SAIGON, BANGKOK, SINGAPORE—Regular Monthly service.

"KUNAJIRI MARU" — — — — 15th Sept.
"KUNAJIRI MARU" — — — — 15th Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to Hong Kong and Pacific Islands.

"KUNAJIRI MARU" — — — — 15th Sept.
"KUNAJIRI MARU" — — — — 15th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service via Seattle and Tacoma, with cargo and passengers.

"KUNAJIRI MARU" — — — — 15th Sept.
"KUNAJIRI MARU" — — — — 15th Sept.

SAN FRANCISCO & NEW ORLEANS

"BORNEO MARU" — — — — 15th Sept.
"BORNEO MARU" — — — — 15th Sept.

NEW YORK—Regular monthly service via Japan Ports, S. Francisco, Panama and Colon.

"HONOLULU MARU" — — — — 15th Sept.
"HONOLULU MARU" — — — — 15th Sept.

NEW ORLEANS LINE

"KUNAJIRI MARU" — — — — 15th Sept.
"KUNAJIRI MARU" — — — — 15th Sept.

JAPAN PORTS—Regular monthly service via Japan Ports, S. Francisco, Panama and Colon.

"KUNAJIRI MARU" — — — — 15th Sept.
"KUNAJIRI MARU" — — — — 15th Sept.

KOROKU, SWATOW & AMOI—Regular monthly service via Japan Ports, S. Francisco, Panama and Colon.

"KUNAJIRI MARU" — — — — 15th Sept.
"KUNAJIRI MARU" — — — — 15th Sept.

TAKAO, SWATOW & AMOI—Regular monthly service via Japan Ports, S. Francisco, Panama and Colon.

"KUNAJIRI MARU" — — — — 15th Sept.
"KUNAJIRI MARU" — — — — 15th Sept.

For further information and particulars apply to—
Y. YASUDA,
10, 11, Queen's Building,
HONGKONG.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE FERRYWAY OF THE SUN"

Steamer	Ton.	From Hongkong (about)	Destination
"SHINTO MARU"	9,000	15th Sept.	San Francisco
"FUKU MARU"	9,000	15th Sept.	San Francisco
"KORU MARU"	9,000	15th Sept.	San Francisco
"SHIRU MARU"	9,000	15th Sept.	San Francisco
"TOKU MARU"	9,000	15th Sept.	San Francisco

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN.

CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA & IQUITQUE.

Through by Trans-Pacific Route to Buenos Aires.

Steamer	Ton.	From Hongkong (about)	Destination
"ANYO MARU"	18,500	15th Sept.	Valparaiso
"SHIRU MARU"	14,000	15th Sept.	Valparaiso

For full information regarding passengers, freight, etc., apply to—

Y. TSUTSUMI, Manager.

King's Building, Tel. Nos. 2374 & 2375.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

Destination	Steamer & Date	Sailing Date
SHANGHAI, KORE & YOKOHAMA	"ARMAND REHU" 10,000	On or about 15th Sept.
	"PORTHOS" 10,000	On or about 15th Oct.

MARSEILLE, via SAIGON, SINGAPORE, COLOMBO, DIBOUT, SUEZ	"ANDRE LEBON" 12,000	On or about 15th Sept.
PORT SAID	"PAUL LECAT" 12,000	On or about 15th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSCH
Agent, Agents,
Queen's Building.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

"CIRCUS" — — — — 15th Sept.
"CIRCUS" — — — — 15th Sept.

For PORTLAND direct.

"WAWALONA" — — — — 15th Sept.
"MONTAGUE" — — — — 15th Sept.

For SEATTLE

"WAWALONA" — — — — 15th Sept.
"MONTAGUE" — — — — 15th Sept.

Through bills of lading subject to payment of ocean freight.

For Freight and Passages apply to—

THE ADMIRAL LINE.

10th Floor, Hong Kong.

Telephone 2374 & 2375.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR" "VENEZUELA" & "COLOMBIA"

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, KORE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

SS. "ECUADOR" sailing September 24th for Shanghai, Japan Ports and Honolulu.

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO

SS. "WEST IRIDI" — — — — 15th Sept.
SS. "WEST IRIDI" — — — — 15th Sept.

HONGKONG-CALCUTTA SERVICE.

SS. "LAKSHMI" — — — — 15th Sept.
SS. "LAKSHMI" — — — — 15th Sept.

Through bills of lading to all U.S. and Canadian Overseas Ports to Transhipment on trans-Atlantic connection with the Baltimore, Santa Fe and Southern Pacific Railroads.

Head Office: Los Angeles, Calif. Consigning Office: Canton, Hongkong, Shanghai, Amoy, Swatow, Tientsin, Hankow, Peking, etc.

Agents: Messrs. J. S. Thomson & Co., Ltd., 10th Floor, Hong Kong.

General Agents for South China.

